



## The Commonwealth of Massachusetts

## DEPARTMENT OF PUBLIC UTILITIES

February 12, 1946

MR  
380 M3  
P97r  
1945*Massachusetts. Dept. of Public  
Utilities. Annual report.*

To the Honorable Senate and House of Representatives:

We respectfully submit the twenty-sixth Annual Report of the Commission of the Department of Public Utilities for the fiscal year ending June 30, 1945.

Thomas A. Flaherty of Charlestown, was appointed a commissioner to succeed George P. Drury of Cambridge and was designated Chairman of the Department by Governor Maurice J. Tobin on February 3, 1945. Chairman Flaherty assumed the duties of his office on February 8, 1945.

RECEIVED AT  
PRINTING OFFICE

MAY 14 1946

COMMISSION ON ADMINISTRATION  
AND FINANCE

BY \_\_\_\_\_



# Returns

The number of corporations, private and municipal, persons, firms and associations under the jurisdiction of and filing annual returns for the year ended December 31, 1944, with the Department, exclusive of those filing under the Sale of Securities Act, is as follows:

Steam railroads .....	20	Manufacturing and other	
Street railways .....	15	companies and persons	
Telephone companies.....	8	doing an electric	
Telegraph companies.....	2	business.....	4
Steamboat companies.....	2	Water companies.....	75
Sleeping car companies.....	1	Motor bus lines.....	60
Express companies.....	2	Municipal lighting plants..	41
Gas companies.....	44	Voluntary associations.....	15
Electric companies.....	33	Affiliates of gas and	
		electric companies.....	3
Total.....		325	

In addition to the above, there are within the jurisdiction of the Department 684 regular route common carriers, 7982 irregular route common carriers, 995 contract carriers operating motor vehicles for the transportation of property for compensation between points within the Commonwealth, 1943 licensed interstate carriers, 43 agricultural carriers and 5 licensed transportation brokers.

During the fiscal year the Commission held 158 formal hearings, and 60 conferences. The volume and character of the work requiring the attention of the Department during the fiscal year are shown by the following tabulation:



Petitions and Applications

Railroads.....	112	Sale of securities.....	27
Street railway.....	61	Miscellaneous.....	44
Gas and electric.....	64		
Water.....	1		
Motor bus.....	84		
Motor truck.....	433		
Telephone and telegraph.....	11	Total.....	837

-----

Complaints

Railroads.....	384	Motor truck.....	262
Street railway.....	14	Telephone and telegraph.....	752
Gas.....	118	Sale of securities.....	75
Electric.....	237	Smoke abatement	105
Water.....	31		
Motor bus.....	78	Total.....	2056

-----

Rate Schedules

Railroad freight service.....	1057	Motor truck.....	2249
Passenger service.....	36	Air freight.....	19
Express.....	60	Electricity.....	196
Street railway.....	18	Gas.....	25
Telephone.....	17	Water.....	4
Telegraph.....	7	Gas and electric contracts.....	304
Motor bus.....	62		
		Total.....	4054



The receipts of the Department of Public Utilities for the fiscal period from July 1, 1944 to June 30, 1945, are given below:

GAS, ELECTRIC AND WATER DIVISION:

Fees, gas meter tests,	\$14,489.95 <sup>n</sup>	
Fees, electric meter tests,	6.00 <sup>n</sup>	
Sales - blank forms, classification of accounts, etc.,	<u>107.75<sup>n</sup></u>	\$14,603.70 <sup>n</sup>

PUBLIC SERVICE DIVISION:

Motor Busses:		
Fees, bus permits,	4,226.00	
Fees, drivers' licenses,	<u>7,048.50</u>	11,274.50 <sup>n</sup>
Miscellaneous:		
Sales - blank forms,		10.50 <sup>n</sup>

COMMERCIAL MOTOR VEHICLE DIVISION:

Motor Trucks:		
Fees, Common Carrier Certificates,	8,120.00 <sup>n</sup>	
Fees, Contract Carrier Permits,	1,195.00 <sup>n</sup>	
Fees, distinguishing plates,	104,359.00 <sup>n</sup>	
Fees, miscellaneous plate receipts,	289.00 <sup>n</sup>	
Fees, Sunday licenses,	10.00 <sup>n</sup>	
Fees, copies of documents,	<u>100.50<sup>n</sup></u>	114,073.50 <sup>n</sup>

SECURITIES DIVISION:

Fees, registration of brokers,	20,400.00	
Fees, registration of salesmen,	<u>7,445.00</u>	27,845.00 <sup>n</sup>

<u>RENT OF LAND, in Cambridge,</u>	3,000.00 <sup>n</sup>
------------------------------------	-----------------------

MISCELLANEOUS:

Postage,	55.77 <sup>n</sup>	
Federal tax on telephone calls,	<u>15.71<sup>n</sup></u>	<u>71.48<sup>n</sup></u>

<u>TOTAL RECEIPTS,</u>	\$170,878.68 <sup>n</sup>
------------------------	---------------------------

THE PRINCIPAL FINANCIAL ITEMS OF  
THIS REPORT ARE IN AGREEMENT  
WITH THE COMPTROLLER'S BOOKS.

9/20/45 James J. Roche  
DATE CHECKED BY  
Francis X. Lang  
COMPTROLLER



Special Investigations

The special commission established by Chapter 64 of the Resolves of 1939, of which the Chairman of this Department is a member was revived and continued by Chapter 35 of the Resolves of 1943.

Pursuant to the provisions set forth in Chapter 35 of the Resolves of 1943, Commissioner David M. Brackman was designated by the Chairman of the Department of Public Utilities to serve as a member of this special commission. The purpose of this commission is to investigate so much of the Governor's address as relates to the possibilities of coordinating transportation facilities in and around the Metropolitan Area, and Senate Document No. 362 of 1939 relative to the advisability of extending the rapid transit system from the South Station to the Readville District of the City of Boston, to investigate the operation of the lines of railroad in this Commonwealth of the New York, New Haven and Hartford Railroad Company, the Old Colony Railroad Company and the Boston and Providence Railroad Corporation and in general the transportation facilities within the Commonwealth, with a view to determining what action should be taken to assure continued transportation service particularly commuter passenger service and the subject matter of House Document #580 of 1943. The special commission filed a report as to the results of its investigation and its recommendations with the General Court on January 4, 1945.

On June 28, 1945 the General Court passed a Resolve, Chapter 41, providing for a further investigation by a special



commission relative to transportation facilities within the Commonwealth.

This Commission is to consist of one member of the Senate to be designated by the president thereof, three members of the House of Representatives to be designated by the Speaker thereof, three persons to be appointed by the Governor, the Attorney General and the Chairman of the Commission of the Department of Public Utilities. This Commission was established for the purpose of making an investigation relative to transportation facilities, within the Commonwealth, such investigation to be in furtherance of the investigation by the special commission established under Chapter 64 of the Resolves of 1939, and revived and continued under Chapter 35 of the Resolves of 1943.

Said Commission in connection with its investigation shall consider the feasibility of the electrification of the steam railroads having terminals in the City of Boston.



At the request of the Board of Selectmen, Board of Trade Committee and the Town Public Service Protest Committee of the Town of Marshfield, the Commission upon its own motion entered into an investigation as to the condition of the plant and service as rendered by the Plymouth County Electric Company in said town. As of June 30, 1944, this investigation is still in progress and the Gas, Electric & Water Utilities Division is making a survey of poles, wires, substations, operating practices, voltage, and voltage regulations of this company in the Town of Marshfield.

The physical valuation and appraisal of the Haverhill Electric Company and depreciation study being made by the Engineering Division which was started in March 1, 1944 was completed as of September 5, 1944. This project required the services of three members of the engineering staff and three inspectors of the Railway and Bus Division for 525 man days.

On April 2, 1945 the Commission on its own motion ordered the Engineering Division to make a study and appraisal of the plant of the Peabody Electric Light Plant pursuant to General Laws, Chapter 164, section 58 and any other sections of the General Laws, chapter 164 that may be applicable. The Engineering Division started work on this appraisal on May 28, 1945 and it is in progress at the present time.



Metropolitan Transit Recess Commission

This Commission is composed of nine members: four members of the Legislature and the five Commissioners of the Department of Public Utilities.

This Commission was organized as of September 7, 1943 as follows:

Senator Arthur W. Coolidge, Chairman  
Rep. Roy C. Smith, Vice Chairman  
Rep. Charles Gibbons, Secretary  
Carroll L. Meins, Administrative Chairman

together with the following members:

Rep. Enrico Cappucci	
Francis M. McKeown	)
John M. Whouley	)
David M. Brackman	)
George P. Drury	)

Commissioners of the Department  
of Public Utilities

Judge Gilbert W. Cox, Counsel

In May of 1944 the Commission engaged the services of Clifford N. Cann, Consulting Engineer, and other engineering assistants. The engineering staff of the Department of Public Utilities under the direction of the Chief Engineer assisted this Commission in the preparation of plans, calculations and report to the Legislature.

Various plans were drawn in considerable detail of eight routes, as proposed by the Commission. Weekly meetings of the Commission were held. Members of the Commission appeared before the various civic bodies throughout the Metropolitan Area in order to explain the changes and improvements in transportation facilities as advocated by the Commission.



The Commission filed a preliminary report with the legislature on October 25, 1944, and requested that the time for filing its final report be extended to March 1, 1945 which was extended to April 1, 1945.

The final report of the Commission was filed on that date with the Legislature together with eighty detailed plans of the routes as proposed by the Metropolitan Transit Recess Commission.

On May 25, 1945 a joint committee of the Legislature made up of the Committees on Ways & Means, Metropolitan Affairs and Transportation held a public hearing on the report and recommendations of the Metropolitan Transit Recess Commission. Many representatives of civic bodies, trade associations, planning boards and persons interested in the transportation facilities within the Metropolitan Area appeared and spoke in favor of the report.

As of June 30, 1945, no report or recommendations of the joint committee of the Legislature who had held this public hearing, had been made to the Legislature.



Eight applications for approval of an issue of stock, bonds or notes have been decided during the period from July 1, 1944 to June 30, 1945. The par value of the securities asked for was \$10,702,800 and the par value of the securities approved was \$10,352,800.

The following table shows the securities approved by the Commission for the several companies applying therefor, giving both the par value of the capital stock, and the issue price thereof, determined as required by law.

Company	<u>Capital Stock Approved</u>			Date
	Amount	Issue	Value	
	At Par	Price	Issue Price	
Eastern Mass. St. Railway Co.			5,950,000 <sup>1</sup>	10/30/44
Greenfield Gas Light Co.			75,000 <sup>2</sup>	6/26/45
Haverhill Electric Co.	\$ 650,000	\$ 25	\$650,000	2/ 5/45
Holyoke Street Railway Co.			100,000 <sup>3</sup>	6/25/45
Lowell Gas Light Co.			950,000 <sup>4</sup>	2/ 7/45
New Bedford Gas and Edison Light Co.			1,000,000 <sup>5</sup>	3/19/45
Wachusett Electric Co.	370,000	100	370,000 <sup>6</sup>	2/15/45
Worcester Suburban Electric Co.	1,257,800	25	1,257,800 <sup>7</sup>	2/19/45

1. General Mortgage 4% Bonds, due 3/1/62
2. Eleven-year notes
3. Evidences of indebtedness
4. 25-year 3-1/2% bonds or notes
5. Evidences of indebtedness payable at periods of more than one year after the date thereof.
6. Issued to acquire the stock of the Leominster Electric Light and Power Company and the Middlesex County Electric Company.
7. Issued to acquire the stock of the Milford Electric Light and Power Company and the Union Light and Power Company.



Accounting

All annual returns required to be filed by gas, electric and water companies and municipal lighting plants, except that of the municipal lighting plant of the Town of Russell, were filed within the time limit prescribed by law.

Municipal Lighting Plants

The following is a list of the municipal plants with their percentage of earnings which, from returns filed in 1945 for the year ending December 31, 1944, appear to have violated the provisions of the statute requiring such plants to reduce their rates when they have earned a profit in excess of the 8 per cent allowed:

Hingham	8.04%
Middleton	16.26%
North Attleboro	8.29%
Paxton	9.74%
Peabody	23.95%

The Hingham, Middleton and North Attleboro plants have made reductions in rates.

It also appears from the annual returns that the Town of Ashburnham failed to make sufficient annual appropriation to be included in the tax levy for 1944 for the estimated cost of electricity to be used for street lighting purposes. The estimated amount which should have been paid as defined in section 58 of chapter 164 of the General Laws was \$1,458.71. The town appropriated only \$650.00.



The electric rates and charges of 23 electric companies were voluntarily reduced by the companies after several conferences with the Commission during the fiscal year, with annual savings to customers estimated as follows:

ESTIMATED ANNUAL REDUCTIONS IN ELECTRIC RATES

from

July 1, 1944 to June 30, 1945 Inclusive

<u>Company</u>	<u>Reduction</u>
Attleboro Steam and Electric Company	\$ 12,115
Beverly Gas and Electric Company	21,980
Cambridge Electric Company	159,080
Central Massachusetts Electric Company	24,750
Fall River Electric Light Company	75,960
Gloucester Electric Company	11,908
Haverhill Electric Company	3,816
Lawrence Gas and Electric Company	37,210
The Lowell Electric Light Corporation	41,660
Lynn Gas & Electric Company	8,054
Malden Electric Company	50,225
Northampton Electric Lighting Company	11,025
Northern Berkshire Gas Company	27,850
Norton Power & Electric Company	10,210
Quincy Electric Light and Power Company	20,000
Salem Electric Lighting Company	12,710
Southern Berkshire Power & Electric Company	7,610
The Spencer Gas Company	4,750
Suburban Gas and Electric Company	16,700
Wachusett Electric Company	1,800
Western Massachusetts Electric Company	4,745
Weymouth Light and Power Company	8,300
Worcester County Electric Company	118,800
Total	<hr/> \$691,258



Gas, Electric and Water Utilities

The Division of Gas, Electric and Water Utilities during the past year has carried on the usual work and duties of the Department relating to the equipment, service, charges and quality of the services supplied by the various gas, electric and water companies. The restrictions and limitations imposed by various agencies relative to critical materials and manpower have curtailed the Division's activities somewhat. The Division's work may be briefly summarized as follows:

The Division during the past year has tested, inspected and badged 55318 gas meters as required under the statute. Those meters found correct were sealed and badged as required. This number of inspections is somewhat less than normal because of the restrictions placed on the use of tin and the lack of manpower. There were also tested on complaint 119 gas meters, of which twenty-six were found incorrect, as defined by statute. The Division calibrated six laboratory meters, six calorimeter thermometers and one five-foot meter prover during the year.

There were tested by the Division, on complaint, two electric meters and both were found on test to register correctly. During the course of the year several electric meter inspections and checks of meter accuracy were made in conjunction with the Division's investigation of complaints, with very satisfactory results.

There were made 521 inspections of the gas supplied by the 28 operating companies in the Commonwealth. These inspections revealed 45 violations of the calorific content, and in 36 tests the gas was found to contain sulphuretted hydrogen. There were



no observed violations relating to the ammonia or sulphur content of the gas inspected. The Commission considered a statutory violation by the Norwood Gas Company relative to the British thermal unit content of its gas, and statutory violations of the sulphuretted hydrogen content of gas supplied by the Haverhill Gas Light Company and the Marlboro Hudson Gas Company, each of which violation was deemed an unavoidable accident and was excused by the Department. The increase in sulphuretted hydrogen violations has been found due to the unavailability of proper purifying materials and the lack of requisite manpower to clean the purifying boxes.

A total of 615 accidents to persons involving gas or electricity was reported to the Department. Of this number gas was involved in 148 fatal cases and 375 non fatal cases, and electricity was responsible for 10 fatal cases and 46 non fatal cases. All accidents reported which appeared to require investigation were considered by the Division. The number of accidents involving electricity continues at a higher than normal level due in part to the inexperience and carelessness, we believe, on the part of those working with electricity.

The Division investigated 237 electric, 118 gas and 31 water complaints made to the Department concerning supply, charges, rates and service of the various companies under the Department's jurisdiction. These complaints were considered informally and invariably were adjusted to the satisfaction of all parties without the necessity of formal proceedings.

The Division has conducted an investigation of the operation and service supplied in the town of Marshfield by the Plymouth County Electric Company and submitted a report to the Commission



with its recommendations for the Commission's consideration.

The Division has devoted some time to the observation and study of the use of the so-called liquid petroleum gas in the Commonwealth. The Division collaborated with the Ware Gas Company in its recent change from coal gas to a propane air mixture gas of 900 British thermal units per cubic foot. It has also observed the use of propane for the enrichment of manufactured gas at Clinton, Milford and Norwood. The increased use of liquid petroleum gas in the Commonwealth is one that may require attention on the part of the Department and legislation in the future.

The electric utilities in the southeastern part of the Commonwealth suffered severely as the result of a hurricane in September, 1944, and the Department assisted and collaborated in restoration of service in this area.

The Division gave assistance to the Commissioners in the preparation of various orders and fully cooperated with other Departmental divisions in matters involving accounting, rates and Departmental policy.

During the year, on November 20, 1944, Supervising Gas Inspector Arthur H. George died, and the position was filled by the promotion of James J. Dillon, a Gas Meter Inspector of the Division.

The Division received and accounted for fees received for the testing of meters and accounting forms during the year in the amount of \$14,603.70.



Engineering

During this period the plant accounts of the following companies have been checked and some of the properties have been inspected by this Division:

New Bedford Gas and Edison Light Company  
Marion Gas Company  
Worcester Gas Light Company  
Milford Gas Company  
Marlboro-Hudson Gas Company  
Cambridge Electric Light Company  
Cambridge Gas Light Company  
Northampton Electric Lighting Company  
Northampton Gas Light Company  
Plymouth County Electric Company

Valuation and appraisal of the plant and property of the Haverhill Electric Company was completed and report made to the Commission for its assistance in connection with a petition of this company for the issuance of additional capital stock.

The plant accounts of the Boston & Albany Railroad and the Boston Elevated Railway were checked and some of the properties inspected by this division.

The Division also investigated and reported on thirty-nine applications for motor bus routes including the inspection of 145 bridges located on such routes. There were ten bridges restricted as to loading and speed and there were restrictions removed from three bridges which had been reinforced or rebuilt.

The staff of the Engineering Division conducted many hearings and reported thereon to the Commission in accordance with Chapter 221 of the Acts of 1938.

A valuation and appraisal was made of the Peabody Municipal Electric Light Plant and a complete examination and report was made of the property of the Plymouth County Electric Company in Marshfield.



The division made studies, compiled data and plans in connection with the extension of rapid transit in Metropolitan Boston as required by Chapter 56 of the Resolves of 1943.

During the period, tariffs, schedules and contracts, covering rates and charges were filed by the various common and contract carriers and utility companies as follows:

Railroads,	Freight,	1057	Passenger	36
Steamships	"	13	"	4
Express		60		
Motor Trucks	"	2249		
Street Railways	.	.	"	18
Motor Bus	.	.	"	62
Aircraft	.	.	"	19
Telephone	.	17		
Telegraph.	.	7		
Electric	.	196		
Gas	.	25		
Water.	.	4		
Gas, Electric and Water				
contracts.	.		304	
Total.	.			4074

In addition 700 motor carrier tariffs and schedules were considered, examined and rejected.

One hundred and eighty-four complaints affecting rates and charges of various common and contract motor carriers and other utilities were investigated and written reports were submitted on 44 public hearings and evidence was offered at many hearings held by the Commission and the Director of the Commercial Motor Vehicles Division. Representatives of the Rate and Tariff Section also appeared under summons and testified in five cases before Municipal and Superior Courts.

After investigation, 135 Short time filings of rate schedules were authorized including 59 railroads, railways and busses and 88 carriers of property for hire by motor vehicles.



ACCIDENTS AT GRADE CROSSINGS DURING THE YEAR ENDING  
JUNE 30, 1945

	<u>Protected Crossings</u>				<u>Unprotected Crossings</u>			
	Number of Crossings	Killed	Injured	No Injury	Ratio of Casualties to Crossings.	Number of Crossings	Killed	Injured
Boston & Albany R.R.....	65	-	1	2	1-65	74	-	-
Boston & Maine R.R.....	183	-	12	12	1-15	395	1	5
N.Y., N.H. & H. RR.....	264	3	12	12	1-18	345	3	5
Central Vermont Ry.....	6	-	-	-	0-6	37	-	1
Hoosac Tun. & Wilm. R.R...	-	-	-	-	-	2	-	-
Fore River R.R.....	7	-	-	-	0-7	0	-	-
Grafton & Upton R.R.....	-	-	-	-	-	34	-	-
	525	3	25	18	1-19	837	4	9
							6	1-68

GRADE CROSSING ACCIDENTS INVESTIGATED

Number of accidents at unprotected crossings	17	No. accidents train struck vehicle	36
Number of accidents at protected crossings	35	No. accidents vehicle struck train	13
No. accidents during daylight	37	Passenger trains involved in 25 accidents	
No. accidents during darkness	15	Freight trains	" 14
No. at public crossings	45	Light engines	" 8
No. at private crossings	7	Track motor	2
Number involving motor vehicles.....	52		
Number involving pedestrians.....	0		
	52		



GRADE CROSSING ACCIDENTS INVESTIGATED

No. accidents involving motor vehicles . . . . .	52
No. involving pedestrians . . . . .	<u>0</u>
	52

Thirty-five of these accidents occurred at crossings with some form of protection and seventeen at crossings where there was no form of protection. Thirty-seven of the above accidents occurred in the daylight and fifteen occurred after dark. The number of accidents at public crossings was 45, at private crossings, 7. The number of accidents in which a train struck a vehicle was 36; the number in which a vehicle ran into a train was 13. Passenger trains were involved in 25 accidents; freight trains, 14; light engines, 8; track motor, 2.

Railroad, Street Railway & Steamboats.

During the fiscal year the Division of Railway and Bus Utilities made 21,230 inspections of rolling stock, including locomotives, passenger and freight cars; 5,089 inspections of street railway cars; 560 trackless trolley coach inspections; 984 inspections of railroad and street railway stations; 1,448 inspections of railroad and street railway bridges; 2,761 inspections of railroad and street railway automatic and interlocking signals; 77 inspections of interlocking remote control and centralized traffic control systems and 1,086 inspections of grade crossing protection. In addition, switches and derails, foot blocking, bridge guards and crossing signs were inspected. Defective conditions were called to the attention of the proper officials of the companies and corrections were made.



The Division investigated 331 accidents and 478 delays on railroads; 546 accidents and 644 delays on street railways, and was represented at 14 inquests on railroad accidents and 6 inquests on street railway accidents. Also, 384 complaints relative to the operation of railroads and 14 re street railways were investigated and adjusted. Four special investigations and studies were made on grade crossing protection.

The Division issued 38 railroad, and 64 street railway police licenses.

Motor Bus Transportation

At the close of the fiscal year there were 143 persons, associations or corporations (including street railway companies) operating motor buses within the Commonwealth for the carriage of passengers for hire as follows:

<u>Type of Operation</u>	<u>Number of Carriers</u>
<u>Common (only)</u>	7
<u>Charter (only)</u>	32
<u>WarEmergency (only)</u>	25
<u>Common and Charter (only)</u>	26
<u>Common and Charter and War Emergency</u>	34
<u>Common and War Emergency (only)</u>	1
<u>Charter and War Emergency (only)</u>	<u>18</u>
Total Number of Carriers	143

making a total of 68 carriers operating under certificates of public convenience and necessity granted by the Department; 110 operating under special or charter licenses granted by the Department; and 78 operating under war emergency certificates issued under authority of Executive Order No. 11. There were 11 carriers who have suspended charter operations and 2 war emergency



carriers who have suspended operations.

There were 458 bus permits (including duplicate or amended permits) and 7,061 bus drivers' licenses (including duplicate licenses) issued, for which fees aggregating \$7,042.50 were received. The Division made 4,561 inspections of buses; 904 inspections of highway bridges on bus routes, and defective conditions were called to the attention of the proper officials and corrections made. The Division also investigated 185 accidents; was represented at 7 inquests and investigated and adjusted 78 complaints. There were 738 drivers examined for bus drivers' licenses. The division also conducted hearings and conferences on matters pertaining to railroads, street railways and bus companies.

In compliance with Executive Order No. 11, issued by His Excellency, the Governor, April 25, 1942, the Department received, analyzed and investigated 40 applications for special licenses and war emergency certificates to operate buses for the carriage of passengers for hire during the war emergency; studies were made and conferences held to determine the most efficient means of providing adequate and sufficient transportation facilities for persons necessary to the effective prosecution of the war. The Division issued 39 war emergency certificates; there were 5 applications denied, 29 certificates were revoked. At present there are 144 war emergency certificates outstanding as compared with 231 certificates issued.

During the year the Director of the Railway and Bus Division in accordance with Chapter 221 of the Acts of 1938 held 47 public hearings and submitted written reports and recommendations on the matters involved to the Commission.



Commercial MotorVehicle Division

During the fiscal year ending June 30, 1945 a total of 1205 hearings were held by the Division. Of these, 769 were on new applications and amendments, 409 on transfers of certificates and permits and 21 on complaints. Alternate members from this Division sat on six joint board hearings of the Interstate Commerce Commission. There were 262 formal complaints received which required special investigations or hearings; 1132 road checks were made by the examiners and investigators on the highways of the Commonwealth.

The Department approved an order effecting reciprocity between Missouri and this Commonwealth making a total of twenty-two states that now enjoy reciprocity with Massachusetts in the matter of interstate transportation of property for hire.

A program of routine investigations of carriers was carried on by examiners and investigators assigned to the districts of the Commonwealth. These checks have proved to be of great value to the carriers as well as to the Department. The examiners and investigators have an opportunity to advise the carriers of departmental requirements with regard to the records to be kept for inspection, and the necessity of having plates properly transferred when a change of vehicles is made. It was found that a large number of carriers had not been operating to full capacity due to wartime shortages of equipment, men and other related conditions brought about by the war emergency.

On most of the minor violations, a satisfactory adjustment was accomplished when after the carrier was advised of the department's rules and regulations; it was found necessary, however, to suspend the rights of five carriers for failure to comply with the provisions of the statute.



The Division has continued to be represented at many meetings held by the Office of Defense Transportation at their request. The meetings have been held in the different cities throughout the Commonwealth. At these meetings, plans were made for the conservation of equipment, gasoline and manpower in the Dairy Industry, Livestock Industry, Poultry Industry, and other motor carrier groups.

At the close of the fiscal period, there are 684 regular route common carriers, 7982 irregular route common carriers, 995 contract carriers, 1943 licensed interstate carriers, 45 agricultural carriers and 5 transportation brokers registered. There were 25,416 plates issued for the year and a net income of \$114,134.27 was received at this Division on applications for certificates, permits, licenses, plates, transfers, and certified copies.



Telephone and Telegraph Division

For the year ending June 30, 1945 the general shortage of telephone equipment including central office equipment, plant equipment and telephone instruments was most acute due to the government requirements of copper, steel and other critical materials used in the war effort. This placed upon the division a great responsibility to keep the public informed with respect to the necessary curtailment of installation of residence services, non-essential services and auxiliary equipment requested by non-priority customers and the many other restrictions imposed upon the industry by the War Production Board.

In many sections of the state, with a great deal of planning and cooperation with the telephone industry, successful endeavor was made to see and interview all applicants and subscribers for telephone service who appealed to the division with a view to seeing that they were treated with equity during this emergency.

For the year ending on June 30, 1945, there were 1,112,789 stations, a net increase of 23,303 stations over the preceding year.

From July 1, 1944 to June 30, 1945 inclusive, there were 752 complaints made to the division which required special investigation.

During the past year some minor changes have been made in certain exchange boundaries which changes have benefited the subscribers involved.

The instrument situation remains particularly acute and many central offices have reached their capacity. Until new equipment is forthcoming, the addition of new telephones in these central offices will be limited. However, no "preference" applications have



been delayed except in a few cases where outside plant shortages were involved.

Several amendments were made to Utilities Order U-2.

On July 17, 1944 Schedules B and C were added to U-2 Order. Veterans and their families were benefited greatly by inclusion of Schedule C.

After the adoption of Schedule B, service was installed for a customer on presentation and approval of the Schedule B Form signed by a doctor certifying to the illness and to the fact that he was subject to call at unpredictable intervals for emergency treatment and that telephone service was essential. This expedited the installation of service for those customers, such service being installed on a temporary basis and removed upon termination of the illness.

Under Schedule C preference in obtaining residence service was given to the wife of a member of the armed forces of the United States who was on active duty away from home where her household consisted only of herself and one or more children ten years or younger and under the same circumstances for a widow whose husband died since January 1, 1940 while a member of the armed forces of the United States. It was only necessary for the applicant to certify to such facts on a Schedule C Form.

Schedule C further provided residence service for those who discontinued residence service upon entering the armed forces of the United States and who applied twelve months after being honorably separated from the armed forces.

On May 3, 1945 a further amendment was made to Schedule C of this order and the wife of a member of the merchant marine was included in this category; also a rise in age of children to fifteen.

Under U-2 Order, as amended as of December 19, 1944, priority



was given to a veteran who applied for new business service for an enterprise substantially owned and principally operated or managed by him provided he applied for service within twelve months after being honorably separated from the United States armed services and further provided such enterprise was expected to be the veteran's principal means of livelihood.

On June 30, 1945, the telephone plant and business of the Western New England Telephone Company were absorbed by the New England Telephone and Telegraph Company and the Western New England Company discontinued operation as of that date. Effective on that date, the rates and charges for telephone service of the Western New England Company were included in the New England Telephone and Telegraph Company rate schedule D.P.U.-Mass.-No. 6.



Division of Smoke Inspection

George C. Doyle of Malden, was appointed Director of the Division of Smoke Inspection to succeed J. W. H. Myrick and assumed the duties of his office February 23, 1945.

Nearly all smoke violations in the past year have been laid by the violators to factors arising from war conditions, namely poor fuel, overloaded boilers, and the manpower shortage. Because of the great element of truth in this explanation, the Division has placed emphasis upon educational and instructive plant calls to prevent violations as well as correcting causes of existing ones.

Numerous complaints have been received concerning fly ash from railroad roundhouses. The railroads have cooperated, but because of abnormal conditions under which they have been operating, the problem has not been completely overcome.

The Division made 396 plant calls, held 25 office conferences, received and investigated 105 complaints and held one hearing.

	1944	1945
Observations on stationary stacks	243,870	231,579
Observations on locomotive stacks	29,812	37,415
Observations on marine stacks	8,053	6,899
	<hr/>	<hr/>
Total	281,735	275,893
Violations on Stationary Stacks	493	618
Violations on locomotive stacks	38	143
Violations on Marine Stacks	35	26
	<hr/>	<hr/>
Total	566	787

Observations have been made of 4,522 stationary stacks, on 4,238 of which no violations were noted. Twelve of the violations were on public service stacks, 148 on manufacturing stacks, 124 on office buildings and apartment houses.



Of the six hundred and eighteen violations reported on stationary stacks, 211 were on oil burning plants, 363 on coal burning plants, and 44 burning wood or rubbish.

Stationary violations on

Class I stacks	390 - 79.11%	524 - 84.79%
Class II stacks	90 - 18.25%	84 - 13.59%
Class III stacks	13 - 2.64%	10 - 1.62%
	<hr/>	<hr/>
	493 -100.00%	618 -100.00%

	<u>Stationary Violations</u>		<u>Complaints Received</u>	
	<u>1944</u>	<u>1945</u>	<u>1944</u>	<u>1945</u>
Arlington	0	1	0	0
Belmont	0	0	0	0
Boston	364	470	77	51
Braintree	0	2	0	0
Brookline	0	8	2	3
Cambridge	31	25	12	19
Canton	1	0	0	0
Chelsea	15	19	1	1
Dedham	0	1	0	0
Everett	9	5	2	0
Lynn	4	4	0	2
Malden	12	4	3	2
Medford	10	15	3	3
Melrose	0	1	0	0
Milton	2	0	1	3
Needham	0	0	2	0
Newton	1	1	5	2
Quincy	11	32	8	4
Revere	0	3	1	3
Saugus	0	0	0	0
Somerville	24	18	11	6
Stoneham	0	0	1	1
Wakefield	0	1	0	0
Waltham	1	1	2	3
Watertown	0	4	2	12
Weymouth	2	3	2	0
Winchester	6	1	3	0
Winthrop	0	0	0	0
Woburn	0	1	1	0
	<hr/>	<hr/>	<hr/>	<hr/>
Total	493	618	139	105



The District covered by the Metropolitan Smoke District embraces twenty-nine cities and towns in an area of approximately 290 square miles.



Division of Investigation of Securities

Edward Moloney of Brookline, Supervising Investigator of Securities in the Division was temporarily appointed Chief Accountant and placed in charge of the Division upon the retirement of Frank Jenks as of April 14, 1945.

The major portion of the work of the Division for the year has been in connection with the qualification of 252 securities in the amount of \$3,807,608,498.

A total of three hundred and ninety-nine brokers and one thousand four hundred and sixty-one salesmen were registered by the Division during the fiscal year ended June 30, 1945. The registrations of three brokers and twenty-three salesmen were cancelled by request.

Eleven hearings were held and the registration of one salesman was cancelled by order of the Commission and one salesman's application was denied after hearing. Two appeals from orders of the Division were taken to the Commission.



In accordance with the provisions of section 32 of chapter 30 of the General Laws as amended by chapter 499 of the Acts of 1939, the Department submits the following list of all rules and regulations made or promulgated by the Department and in force and effective on June 30, 1945:

<u>Date</u>	<u>Number</u>	<u>Accounting</u>
12/2/13	PSC 158	Re filing returns of all salaries of officers or employees of utility companies in excess of \$6,000.
5/27/21	DPU 104	Reclassification of accounts prescribed for gas and electric companies.
11/25/21	"	Reclassification of accounts for municipal lighting plants.
10/28/21	573A	Re annual returns of water companies.
7/12/23	1073B	Re annual returns of water companies.
12/28/23	1073E	Re destruction of records of gas, electric and water companies and municipal lighting plants.
7/11/23	1287	Uniform system of accounts for water companies.
	3056B	Regulations for operation of buses and forms of accounting.
7/31/31	4240	Accounts, records, memoranda, form of annual returns of common carriers, of gas and electric companies and of water companies.
12/29/33	"	Amendment
9/28/34	"	"
3/18/38	"	"
10/1/41	"	"
6/15/45	"	"
12/9/32	--	Uniform system of accounts for railroad subsidiary motor transportation companies.
7/14/32	4447	Lending of money by gas and electric companies under provisions of c. 132 of Acts of 1932.
3/24/33	"	Amendment
6/15/42	"	"
12/24/35	4980	Filing of schedules of additions and betterments to properties and schedules of property abandoned or removed during preceding calendar year.
2/6/36	"	Instructions to accompany orders relative to capital expenditures.
<u>Rates and Tariffs</u>		
5/1/42	6705	Regulations established by Massachusetts Department of Public Utilities under authority of chapter 159B of the General Laws, as amended, relating to motor carriers and brokers as defined in said act, cancelling rules and regulations contained in D.P.U. 4926



<u>Date</u>	<u>Number</u>	<u>Rates and Tariffs, continued</u>
2/13/42	6710	dated February 12, 1934 and D.P.U. 5739, effective November 30, 1938. Rules and regulations for filing of tariffs and schedules, cancelling rules and regulations contained in order dated July 15, 1927 as amended by order dated June 23, 1933 (D.P.U. 4600-I), as to common carriers (except of property by motor vehicle) gas, electric and water companies.
8/19/42	6527Z	Authorizing senior rate engineer and assistant rate engineer to approve petitions of common carriers to file tariffs on less than statutory notice and to approve petitions for waiver of rules relating to form and filing of tariffs as set forth in DPU 6705.
10/13/42	6527AB	No schedule of rates containing general increases shall be accepted for filing unless accompanied by copy of 30-day notice regarding such increase under Executive Order of the President of the United States, dated October 3, 1942 and relative to the timely intervention by a Federal Agency.
10/13/42	6527AC	All tariffs of common carriers containing increases presently on file and not yet effective as of this date shall be suspended and deferred until December 1, 1942, unless otherwise ordered by the Department.
5/1/42	6705	<u>Commercial Motor Vehicles</u> <u>Part I--General:</u> Condition of issuance of certificate. Amendments in certificate or permit. Transfer and assignment of rights and interstate licenses. Insurance. Determination of carriers' radius of operation. Denial of application for failure to file tariffs, schedules, or contracts. Filing of common carrier tariffs and contract carrier schedules. Extension of credit. Brokers' fees and tariffs. Enforcement. Distinguishing plates. Name of the carrier on vehicle. Observance of other laws and regulations. Explosives and inflammable materials. Payment of C.O.D.'s. Payment of judgments. Narcotics and intoxicating liquor. Freight bills and records of transportation charges. Appeals or petitions to the commission.



<u>Date</u>	<u>Number</u>	<u>Commercial Motor Vehicles</u> , continued
		Agricultural carriers.
2/25/42	6527J	Part II, governing form and filing of freight rate tariffs, schedules and contracts by motor carriers and brokers. Prescribing form of application, permit and fees for transportation of property on the Lord's Day, under provisions of Executive Order No. 6.
11/27/42	6705B1	Prescribing distinguishing plate for 1943.
9/17/43	6705B2	Amending Rule II, Part I, of Rules and Regulations adopted by the Department relative to motor carriers and brokers.
		<u>Gas, Electric &amp; Water</u>
8/19/31	4214	Installation of automatic shutoffs for gas meters and approval of types of automatic devices, and amendments.
10/9/41	6527B	Specifications for device for sealing or marking gas meters during war emergency in substitution of usual tag, because of inability to obtain certain materials.
10/21/41	"	Amendment.
9/24/26	5527R	Electric meter tests and fees.
10/13/44	7234	Rules and Regulations adopted by the Department in regard to gas meter inspection.
		<u>Smoke Abatement</u>
2/8/29	--	Authority section 4, c. 651, Acts 1910: All observations of smoke to be used as evidence at the trial of a person or corporation for violation of an order of the board made under above authority shall be made in accordance with Ringelmann's smoke chart, as published and used prior to February 6, 1911 by United States Geological Survey. All such observations shall be recorded at the time that they are made and shall be made on at least three separate days within a period of 60 days. The records of all such observations shall be open to public inspection, in the presence of an employee of the Department, in the main office, when the main office is open.
9/27/34	--	The Division shall hereafter perform all functions of administration and enforcement of c. 651 of the Acts of 1910, and acts in amendment thereof and in addition thereto, imposed upon the Commission by said c. 651 and acts in amendment thereof and in addition thereto, except so much of s. 4 of said c. 651 as provides as follows: "The board, with the approval of the Governor and Council, may make such rules and regulations as it deems advisable for its own government, for the government of its employees and assist-



<u>Date</u>	<u>Number</u>	<u>Smoke Abatement</u> , continued ants, for observation of smoke by the in- spector or his duly authorized agents at reasonable intervals, and for keeping proper records of all observations."
--	--	<u>Division of Investigation of Securities</u> In registering security brokers under provisions of c. 110A, an individual broker must at least have \$5000, either in cash or securities, in excess of his liabilities; a partnership, \$5000 for each member of the partnership; a cor- poration at least \$25,000 in cash or securities.  The maximum commission permitted in the sale of securities is 25 per cent for com- mon stock, 15 per cent for preferred stock, and 10 per cent for bonds.  See D.P.U. 779
11/8/20	DPU 300	<u>Railway &amp; Bus</u> Rules as to safety devices on street rail- way cars, and amendments.
12/24/31	4224	Rules and regulations under provisions of section 2, c. 135, Acts 1931. Signals by rail-borne motor cars operated on railroads.
3/11/32	4350	Rules, terms and conditions for operation of motor vehicles for carriage of passen- gers for hire, and amendments.
5/3/40	4350CW) 6027W )	Re amendment to Rule 1, above
6/30/32	4437	Rules, terms and conditions for operation of sightseeing automobiles for carriage of passengers for hire, and amendment.
3/27/44	4437	Amendment.
3/12/35	4888	Re equipment of railroad trains and cars with emergency tools and appliances.
12/4/36	"	Further order.
10/22/42	"	Further order.
5/13/42	6527M	Re operation of buses in charter or special service under c. 159A of General Laws and chapter 404 of Acts of 1939, and paragraph 4 of Executive Order No. 11.



<u>Date</u>	<u>Number</u>	<u>Railway &amp; Bus, continued</u>
6/1/42	6527T	Prohibiting street railway companies from discontinuing operation of street cars unless authorized to do so upon petition to Department, commencing June 3, 1942.
6/1/42	6527U	Suspending certificate of public convenience and necessity issued for operation of sight-seeing automobiles carrying persons in or from City of Boston.
8/27/45	6527U	Amendment.
7/18/27	2903	Re bonds to be filed by licensees of motor vehicles for carriage of passengers for hire.
4/28/42	4571	Amendment to 2903, as to amount.
12/29/39	6000	Re bonds and insurance policies to be filed by licensees engaged in special or charter service.
5/13/42	6818	Restriction of operation of special or charter buses.
8/27/45	6818	Amendment.

Respectfully submitted,

Thomas A. Flaherty  
Chairman

John M. Whorley

Francis M. Keown

Carroll L. Meins

David M. Brackman  
Commissioners